



# City of Seattle

Mike McGinn, Mayor

## Seattle Freight Advisory Board

Warren Aakervik, Chair

Linda Anderson

Bari Bookout

Katherine Casseday

Anne Goodchild

Terry Finn

Timothy Hillis

David Mendoza

Mike Sheehan

Rob Smith

Cameron Williams

The Seattle Freight Advisory Board shall advise the City Council, the Mayor, and all departments and offices of the City in development of a functional and efficient freight system and on all matters related to freight and the impact that actions by the City may have upon the freight environment.

City Council Resolution  
31243

## Seattle Freight Advisory Board Meeting Minutes

**Date/Time:** July 16, 2013 / 9:30 a.m.

**Location:** Seattle City Hall, L280

**Members Present:** Warren Aakervik, Linda Anderson, Christine Wolf (for Bari Bookout), Katherine Casseday, Terry Finn, Tim Hillis, David Mendoza, Mike Sheehan.

**Guests Present:** Kyle Griffith (Waterfront), Hal Griffith (Waterfront), Tim Bevan (CH2M Hill/Halcrow Freight), Don Brubeck (West Seattle Bike Connections), Dan Graynski (Fehr & Peers), Karen Waterman (Sound Transit), Eugene Wasserman (NSIA).

**City Staff Present:** Tracy Krawczyk, Cristina VanValkenburgh, Ron Borowski, LeAnne Nelson, Michael James, Kevin O'Neill, Sara Zora, Kristen Simpson, Ruth Harper (all SDOT).

### 1. Welcome and Introductions

Board members, City staff, and other attendees introduced themselves.

### 2. Public Comment

- a) Don Brubeck of West Seattle Bike Connections stated that his organization wants to work with the Freight Board and with the Port of Seattle. The City's economy depends upon jobs served by this industry; people in West Seattle work in this industry. His group wants safe transportation for all modes. Christine Wolf noted that there is a truck/bike safety event scheduled for the morning of September 6 at Terminal 25.
- b) Kyle Griffith of Pier 57 spoke, representing the business waterfront community. He is involved in central waterfront planning and his comments were a follow-up to a letter regarding parking issues in the waterfront. His group has a three-pronged approach to address parking issues:
  - i. Build a parking garage at Seneca and Western, that would have approximately 350 spaces;
  - ii. Modify the current plan for 61 parallel spaces on Alaskan Way to be back-in angled spaces instead to increase the number of stalls;
  - iii. Support an effort for a gondola up/down Union St to tie into the parking east of the waterfront. Market this effort as a joint ride/parking opportunity. They are currently trying to get a permit for a gondola.

Comments and questions from the Board included:

- Back-in angle parking may not be a good idea on Alaskan Way

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- Back-in angle parking could slow down freight
- Is there money available for a new parking garage?

Kyle stated that he had plans for the gondola design, and how it would work with parking; Warren suggested he send this to the board via SDOT staff.

- c) During the Bicycle Master Plan update discussion, Eugene Wasserman said he would like to see more of an emphasis on safety in the update of the plan.

### **3. Approval of minutes**

The June 2013 minutes were approved.

### **4. Chair's Report and Announcements**

Ron Borowski of SDOT described an upcoming September 10 FHWA event and urged board members to participate. Details were previously sent by e-mail.

Warren Aakervik discussed the draft of the Board's "Occidental Street Vacation" letter which had been distributed to the Board by e-mail prior to this meeting. Katherine Casseday wants to clarify that Occidental is not just an alley; the value of this block goes beyond its local importance. Any mitigation must recognize its value. Katherine will send her comments on the draft letter to all freight board members.

### **5. Westlake Cycle Track and High Capacity Transit (HCT) Studies**

#### Westlake Cycle Track

LeAnne Nelson of SDOT is the PIO officer and Barbara Lee is the Project Manager for the Westlake Cycle Track. The design process will be starting soon. Phase 1 (starting in late July and going through 2013) involves public outreach and concept development, while Phase 2 will finalize a design. The track will run from just southeast of the Aurora Bridge to approximately Lake Union Park. The cycle track will use public right-of-way and will not be in the roadway; the team will look at re-using the existing multi-use path as much as possible. The project will very likely impact parking. SDOT is aware of the needs of freight and is working with the High Capacity Transit planning team to balance needs. Cycle Track construction will start in 2015 at the earliest. SDOT has a PSRC grant for \$1.7 million for the project and will develop an updated total cost estimate with alternatives evaluation.

Board members were concerned with how the crossing across Nickerson would work. Signage will be needed to the ship canal trail and to direct cyclists to/from the Fremont Bridge. Board members asked that the sidewalk area on the west side of the street be considered for cycle track placement. LeAnne agreed to bring this idea back to the SDOT team.

This topic will come back to the freight board in a few months and there will be a significant public outreach component to the project.

### HCT Studies

Michael James of SDOT and Karen Waterman of Sound Transit are working on the Ballard to Downtown Seattle Transit Expansion Study. There are currently eight corridors they are discussing with the community. This is a planning study and does not have funding for constructions. The study objective is to narrow down to four corridor alternatives. Two of the eight alternatives use Westlake and will be coordinated with the cycle track planning and design process. One alternative would place the rail alignments to the west side of Westlake, against the hill where there are less points of access. This alternative retains four lanes of travel, and encroaches into parking. The other alternative uses the center lanes for rail leaving one lane in each direction, plus pedestrian crossings.

Comments and questions from the board included:

- Q: Is the study looking at Dexter? A: Yes, there is a corridor on Dexter that has been evaluated.
- Q: When will operational analysis occur? A: As part of the second tier of analysis.
- Q: Have buses been considered instead of rail? A: No, the goal is to accommodate future needs and this study builds upon the mode identified in the Seattle Transit Master Plan and the ST2 plan.
- Q: How much parking would be affected between the cycle track and potential rail projects? A: This has not been quantified yet.
- The board would like a briefing on the other corridors under consideration, be kept updated and have opportunities to comment as the planning moves forward. They are also interested in knowing how this project would affect or interact with other transit projects being planned.
- Katherine Casseday noted that she is working as a consultant to SDOT and Sound Transit on this project.

### **6. Bicycle Master Plan**

Kevin O'Neill and Sara Zora returned to continue the discussion related to the update of the Bicycle Master Plan. The full presentation is available at:

<http://www.seattle.gov/sfab/meetingpresentations.htm>.

Kevin and Sara highlighted the following points:

- The goals and objectives are stated up front and drive the rest of the plan. They expect that the Freight Master Plan will be similar in that way.
- The plan includes performance measures to evaluate progress towards the goals.
- The update of the plan introduces cycle tracks and neighborhood greenways as important new facility types, with the goal of creating a network that attracts riders of all ages and abilities.
- Cycle tracks are designed to separate bicycle riders from adjacent traffic and pedestrians, and there are numerous design concepts that can accomplish this.
- The update includes a map of "multi-modal corridors," which are streets where bicycle, transit and/or freight priorities overlap. The plan will describe a

process for addressing these corridors. The 23<sup>rd</sup> Avenue project currently in design is an example of a multi-modal corridor planning process. 23<sup>rd</sup> Avenue is a transit priority street and there is not enough room in the right of way for bicycle improvements, so the current proposal is to build a neighborhood greenway on a parallel street.

- There are 27 miles of overlap between the draft BMP update and Major Truck Streets. Sara will provide a list of the routes to the board.
- The two highest priorities SDOT heard during the public outreach process were safety and connectivity.
- Kevin and Sara will also be leading the freight master planning effort, so they will be in a good position to continue engaging the board in discussions about multi-modal corridors and freight/bike interactions.

Questions and comments from the board included:

- Bicycle safety education needs to include information about what truck drivers can (and can't) see from their cab.
- The multi-modal corridor analysis should include Major Truck Streets that have already been affected by bicycle facilities, and it should have freight-specific, not just people- movement oriented criteria.
- Q: If there's something in the plan that is not working, can the plan be adjusted? A: Yes.
- Need to consider bike sharing and look at best practices on how that is incorporated into the transportation network.
- Q: Can cycle track implementation be delayed until after the freight master plan is completed? A: The highest priorities for cycle track implementation seems to be in downtown, specifically on 2<sup>nd</sup>, 4<sup>th</sup> or 7<sup>th</sup>, so the overlap with Major Truck Streets is not an issue for the near term. East Marginal Way is another high priority and the board has been involved, and will continue to be involved, in planning for that corridor.

## **7. Other Business**

Terry Finn asked if there were coal train studies available or planned beyond the study presented to the board earlier in the year. Information about the upcoming EIS is linked from this announcement:

<http://mayormcginns.seattle.gov/the-reader-state-to-study-broad-coal-train-impacts/>

## **8. Adjournment**

The meeting adjourned at 11:30 am.